

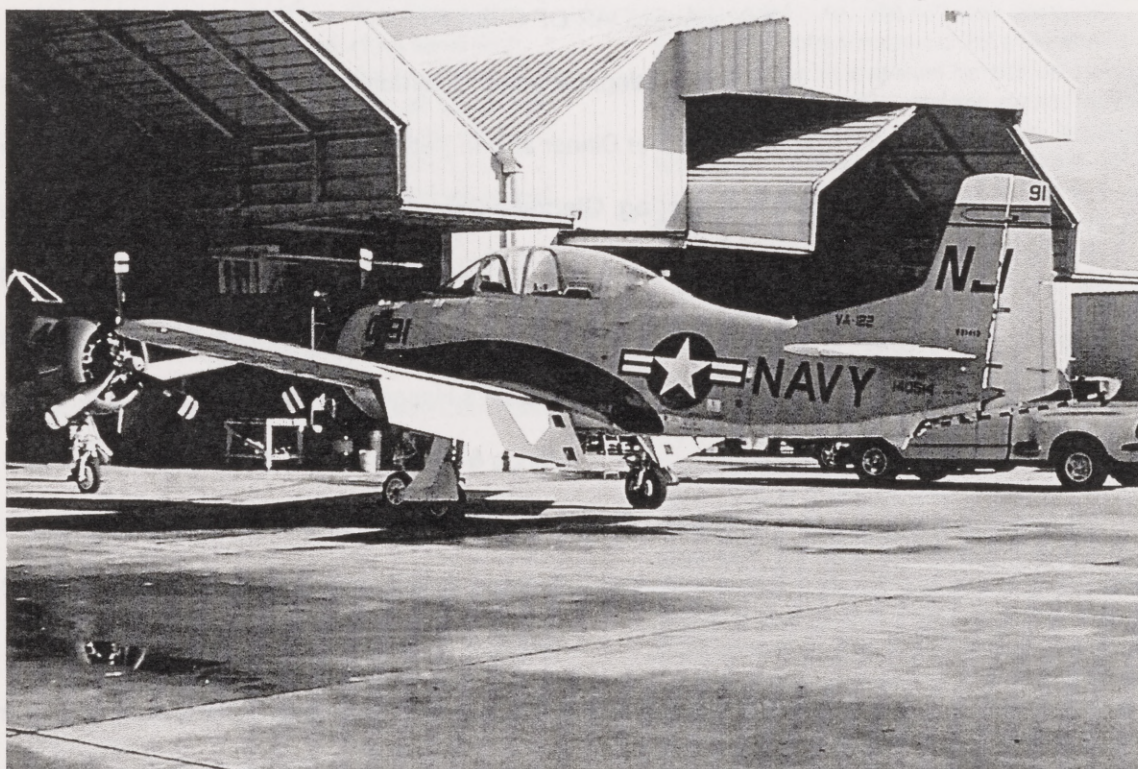
V.A.A News·l·e·t·t·e·r

Vintage Aeroplane Association Of California, Inc.

President Connie Clark (310) 835-2562

Editor Bill Mallory (805) 389-2902

MARCH 2001



VAAC OFFICERS FOR 2000

President.....	Connie Clark 310/835-2562
Vice President.....	Don Armstrong 818/241-2425
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Activities Committee.....	Connie Clark Jimmy Green Bill Mallory
Newsletter Editor.....	Bill Mallory
Cookie Chair.....	Don Armstrong
Historians.....	Ron (Capt Ron) Millman, 818/241-3286

2001 CALENDAR OF EVENTS

January	General Meeting, Glendale Community College, January 19, 7:30 p.m.
February	Buffet Dinner at San Pedro Elks Club, February 25, 5:30 p.m.
March	General Meeting, Glendale Community College, March 16, 7:30 p.m.
April	Hangar Party, Jim & Julia Heberts's Hangar, April 22, 1:00 pm.
May	General Meeting, Glendale Community College, May 18, 7:30 p.m.
June	Pot Luck at Don Noonan's Hangar, date and time to be announced.
July	Wings & Wheels, Santa Ynez, July 13, 14, and 15
August	Pot Luck, Ceci Stratfords Hanger, date and time to be announced
September	General Meeting, Glendale, Community College, September 15, 7:30
October	
November	General Meeting, Glendale Community College, November 16, 7:30 p.m.
December	Christmas Party, December

PRESIDENTS MESSAGE

I'm sure I've said it before, something like "you can't win 'em all. This time it rained all weekend the last of February which rained-out the Fla-Bob Open House and stranded our airplane at Los Alamitos Joint Forces Base. We got it there okay for display at the 10K run, but it took days for the weather to clear up so we could bring it home.

And then there was the Elks Buffet. Instead of being cold and windy, it was cold and rainy. The view that evening wasn't of city lights, but we could see the beautiful swimming pool, and the rain splashing on it. Part way through the evening the view did clear up — for awhile anyway. But we had a wonderful turnout, almost 40 people there for a fun evening. And isn't that the best part — getting together with such good friends. The food was good; the dancing was fun, thanks Dave Bean for arranging such a wonderful evening for us.

Our speaker this month has a topic that should be most fascinating. Don't miss this one. See you there.

DAVE WATSON TO SPEAK AT MARCH MEETING

Dave Watson, Club Member and Gipsy Moth and Tiger Moth owner, has a most interesting subject for our meeting this month — "Man Powered Flight." He has a short Video which leads into color slides of the re-creation of the mythical flight of Icarus and Daedalus. As you recall, Icarus flew too close to the sun, the heat melted his wings, and he fell into the sea. Daedalus, who had warned Icarus not to fly so high continued on and escaped from the Island of Crete. In the re-creation in 1988, the flight went across the Aegean Sea, a distance of 68 miles. Nova had a special on this, but it was not widely covered here. Many of us have most likely never seen it. Don't miss this very interesting meeting. Remember, March 16, 7:30 at Glendale Community College.

CHRISTMAS 1942

(Editors note) This is a letter sent to Connie Clark from Rafe Tomsett. She and I found it quite interesting and worth including in the letter. Rafe lives near Fla-Bob airport and has a hangar there. He was at the dedication taking pictures and wearing old-time flying gear.

There is certain serenity in flying at night. Although quite cool outside at 2 am. The air is calm and has the consistency of plowing through warm butter. In the muted moonlight, I can barely discern the coast of

occupied France, which is somewhat of a relief after the fog enshrouded English Channel. To lose power over this icy water would have the same inevitable conclusion whether I survived the impact or not. The missions are so sensitive that even a "Mayday" call would violate the radio silence order. Only my CO knows where I am, but he would be of no help if harm should find me. All things considered, Christmas in England has been very nice with one exception. Our mail and gifts, for which we all live, were torpedoed in the mid-Atlantic courtesy of Herr Hitler. Also lost were desperately needed spare parts and supplies. Of the eighteen B-17's remaining on our field only twelve are operational. Three were complete write-offs due to flak and subsequent gear up landings. The mechanics have stripped them of every usable part, and their great aluminum carcasses lie cold and wet in the ever present rain. Five Flying Forts never returned, all victims of the deadly flak or the excellent marksmanship of the Me-109's. Fifty young men, some of whom were still high school students last year, killed or missing in action. The Berlin Express, King of Hearts, War Witch, Wild Wanda and Beast of Burden gone forever. Lt. Christian Burden was my boyhood chum. We joined the Army together and both soloed on the same day. Upon graduation we were both picked for fighters but Chris declined and begged for bombers. He got his wish. His B-17 was the pride of the squadron. Always immaculate, with a gorgeous nude brown-eyed blonde with a 500 pound GP bomb under each arm sitting astride a B-17 painted on the nose. She had flown twenty-two missions without a scratch until last week when a single lucky flak burst severed her starboard wing. The ship slowly rolled inverted and spiraled vertically five thousand feet through a cloud layer. No chutes were seen. I was asleep when the squadron returned from the mission but even in slumber I counted each ship as they rumbled in for landing. They were one short, and I knew it was Chris. Through the Red Cross, the Germans list all POW's and their condition. The crew of Beast of Burden did not make the list. I couldn't bear the thought of the Western Union messenger boy slowly pedaling up Chapel Hill Road while every mother peered through the curtains praying he would not stop there. "The War Department of the United States regrets to inform you" ... "Merry Christmas, eh?"

It was time to reduce power and add a little carburetor heat. Even with the new, improved Nazi radar my little fabric-covered warbird did not paint an image on their screens at this low altitude. Flying lower and with the help of the moonlight, the mouth of the river was an easy landmark, right where it was supposed to be. According to the plan, in forty miles I would see three light flashes - "S" in Morse code - from the pasture on the south side of the river by the woods. The Brits have a clever communication system with their agents which utilize BBC radio newscasts. Instructions are communicated in key words or phrases, which I am not privy even with my

clearances. I heard this evenings broadcast after Christmas dinner with Lord and Lady Crossfield. Our airfield is located in the middle of their ancestral home, Greenfield Farm. Sir Randall was an ace in the Royal Air Force during the First World War and built his own flying field on this ten thousand acre estate. With it's wide open spaces, it was a natural for an American bomber base, and he offered it free of charge to the Crown. I was fortunate to be included for Christmas dinner this afternoon with the headquarters staff. The Manor is a splendid three-story affair built in the eighteenth century. The living areas are filled with large paintings, some family, but most hunting and military scenes. Cream colored walls, gold leaf trim and the most spectacular chandelier I have ever seen took my breath away when I entered the dining room. The freshly pressed linen bedecked table looked to be forty feet long and was set for twenty-six guests. The sterling silver was arranged on both sides and at the top of the place plate with a small armada of elegant crystal for the various wines and water. We were seated promptly at two pm, and on cue, double doors that I had not previously noticed, opened. On a large silver cart accompanied by two waiters and Geoffery, the head of staff, was a crisp golden brown turkey of immense proportion and a large pork roast. The gathered guests drank in the visual feast as Geoffery and the sidemen stood erectly by the cart. The aroma had reached the other end of the table as Sir Randall carefully studied the offering. "Jolly well done, Geoffery!" he exclaimed. The three men turned on their heels and as they disappeared through the door, twenty six waiters paraded in with silver covered plates on their uplifted right hands. They circled the table behind each guest and upon a nod from Geoffery, the plates were served from the left side. Sir Randall winked, and on Geoffrey's signal the waiters lifted all twenty-six silver covers in unison. The sliced turkey and pork was surrounded by roasted potatoes. From separate serving dishes previously placed on the table came creamed potatoes with gravy, parsnips and Brussel sprouts. The waiting staff appeared throughout the dinner with wine and water as required. Just as efficiently as the meal was served, it was removed and the silver cart reappeared. This time it was adorned with a plum pudding topped with a sprig of holly. In the center of the room, so each guest would have a view, Geoffery removed the holly while one waiter soaked the pudding with brandy and another set it alight. In the glow of the flame, I reminded myself the world was at war and our side was not at present winning and at the midnight hour, I would be flying a mission. The vision of that Western Union bicycle returned but was interrupted by the waiter pouring thick English custard from a silver jug on a generous slice of plum pudding. "Merry Christmas, Sir" he said warmly as he served the dessert. I returned the greeting and thanked him. Sir Randall announced that in five minutes we would retire to the Great Room and listen to King George's annual Christmas speech on BBC. I had never heard

the King's voice before and was quite impressed with his gently, but strong affirmation that England with the help of her allies would defeat the enemy and peace would once again rule the Empire. At the conclusion, the British national anthem was played and all stood at attention. "God save the King!" Sir Randall exclaimed as an elaborately carved mahogany humidor was wheeled about the room and port wine was poured. I couldn't help thinking about the bomber crews over at the base mess. They weren't smoking cigars but at least they had pumpkin pie. The BBC News had started, and it was time to thank our host and say good evening. The intell boys from London would be arriving with my briefing and I had to make a quick stop at the weather shack. The winter weather was fairly consistent: poor with low ceilings, fog and light to moderate precip. The black sedan at base ops told me my visitors had arrived. "Good evening, Lieutenant" said the Canadian gentleman. The way he pronounced "lieutenant" betrayed him. Both were in dark wool business suits, tan raincoats and grey fedoras. The American had a black leather attaché case handcuffed to his left wrist, and as we took our seats at the briefing table, I could see they both had .45 automatics in brown leather shoulder holsters. I never did know if they were civilian or military, or even their names for that matter. They were always quick and efficient. My routing was to follow the river Canche to the village of St. Pol. Upon seeing the light signal, I would drop two thirty pound aluminum cases, one with C-4 plastic explosive and the other with time-delay fuses. The olive drab colored cases had small parachutes of the same color attached to them. "Piece of cake, good luck", said the American, and they were gone.

Flying under scattered clouds, the French countryside revealed itself as a patchwork of small farms. It is hard to believe that beneath me this beautiful place is infected by the darkest spirit of mankind, with aggression fueled by prejudice and greed. I think if all humans could fly, they would have a new vision of this world we all share together. They would...wait, the flash-one, two, three, this is it. Clenching the stick between my knees, I open the door and the two parcels fall into the cold night air. The ripcords are pulled by short static lines which must be retrieved. In one minute, the cases will be in the hands of our French underground agent, with a little bonus. Inside one of them, a heavily censored letter from his wife in Montreal read in French. "My dearest Darling, God how we miss you, be safe, Merry Christmas, with love always (BLANK)." Damn censors! The flight home was routine without incident. The poor weather kept the bombers grounded this morning, thank goodness which allowed a decent night's sleep. At noon, I wandered over to the mess to see if I could scrounge up some breakfast. Half way through a couple of fried eggs and toast, a sergeant from HQ said, "Hey mac, the CO wants your tail in his office on the double!" Oh dear, had my drop missed it's target? I had never been summoned in this

manner. In minutes, I was braced at attention in front of his cluttered desk. "At ease, Lieutenant, be seated please", he said calmly. "So how do you like flying fighters?" he inquired. "As the Colonel knows, my posting was for fighters, but for reasons unknown to me I have not touched one." The CO picked up a large manila envelope and leaned across his desk to hand it to me. It was clearly marked TOP SECRET and FOR YOUR EYES ONLY in red rubberstamps. "Go ahead, open it. A couple of fellows from London gave it to me last night", he explained. I nervously opened the metal clasp and out slipped an eight by ten photo of an airplane. "It's our new pursuit ship, the P-51D Mustang with the long range drop tanks and the Rolls-Royce engine. "Do you like it?" "Sir it's the most beautiful thing I've ever seen", I replied. "Did you notice the canopy?" he went on. And there, in small handwritten letters was my name, preceded by Captain. "And", he said, "The very first one is yours, Captain". What a Christmas!

So there you have it, boys and girls, be careful what you wish for. I know what you're thinking, but I really have not gone off. In thirty years of collecting civil and military/naval aviation artifacts, I have been most fortunate to hear the adventures first hand from many of the actual participants. The reference books and unit histories are full of the numbers of missions flown, bombs dropped, etc., but do not speak of the actual personal experiences. Although, this little time capsule is fictional, I have tried to illustrate with words the human elements of the time. All of the artifacts in the photo are real and of the period. It is great fun to recreate these lost times. I hope you liked the short trip.

FROM THE EDITOR

Connie has already thanked Dave Bean for arranging the buffet at the Elks Club, I want to also thank you Dave. I thought we had a great turnout considering the nasty weather. It really is a fun social. We get to see friends that are not seen often.

Keep the dues coming in. I am pleased with the number of you that have sent them in already. **Please look at you mailing label and see if you are behind. We need your help in keeping us financially sound.**

Again, I want to let you know that I am doing a new issue of the roster. If you have an E mail address that you have not sent in and want it included, let me know.

Here are a few little aviation tid-bits that I found interesting. Actor Tom Cruise bought a P-51 shortly before he and Nicole Kidman split. It belonged to Eddie Wachs in Rockford, IL. It was known as

Montana Miss. At the present time it is having a set of controls installed for the rear seat.

It looks like the Mars flying boats used for fire bombing in Canada are in danger of going out of service. Unrest between the owners of the companies leaves the big Martin boats in limbo. The cost of operation is just too high for them to continue. I sure hate to see them go. When the consortium started, there were five companies involved. Now it is down to two and they are fighting.

The Yanks museum in Chino is restoring a Japanese Ohka (Baka) suicide bomb. They acquired this specimen several years ago. The wings had rotted badly, but with the help of some captured drawings and reverse engineering and ingenuity on the part of the restoration crews, they are now rebuilt. Those of you familiar with the Yanks museum know that all of their aircraft are restored to flying condition. I wonder about this one! We need to arrange another trip to the Yanks museum, all in favor say, "aye."

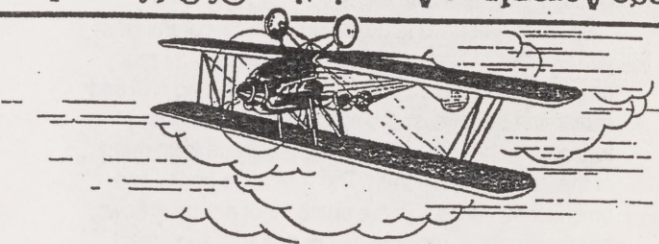
COMING EVENT

Hangar Party at Jim and Julia Hebert's hangar at Torrance Airport. The date is Sunday, April 22, at 1:00 PM. This was a great get together last year. Put the date on your calendar now so you don't miss this event.

COVER PHOTO

This is a picture I took a couple of days ago of North American T-28C, serial number 140514, (N2141D). This T-28 used to belong to member Frank Compton. In fact, Frank and I talked about it at the Elks Club. This was taken at C&J Sales, Camarillo Airport. Frank told me that this is the original Navy color scheme on it when he acquired it. Frank, it is now in Santa Maria being painted. Got a back seat in it just after I took the picture.

GENERAL MEETING
GLENDALE COMMUNITY COLLEGE
MARCH 16, 7:30 PM



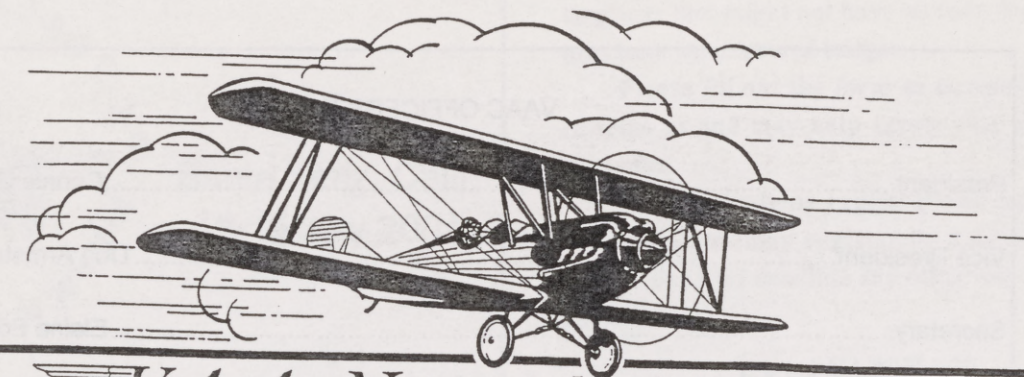
Vintage Aeroplane Association Of California, Inc.

William L. Mallory
1376 Saturn Ave.
Camarillo, CA 93010

Dated Material

Mrs. Maggie Davis Life
2001 Pan American Plaza
Balboa Park
San Diego, CA 92101





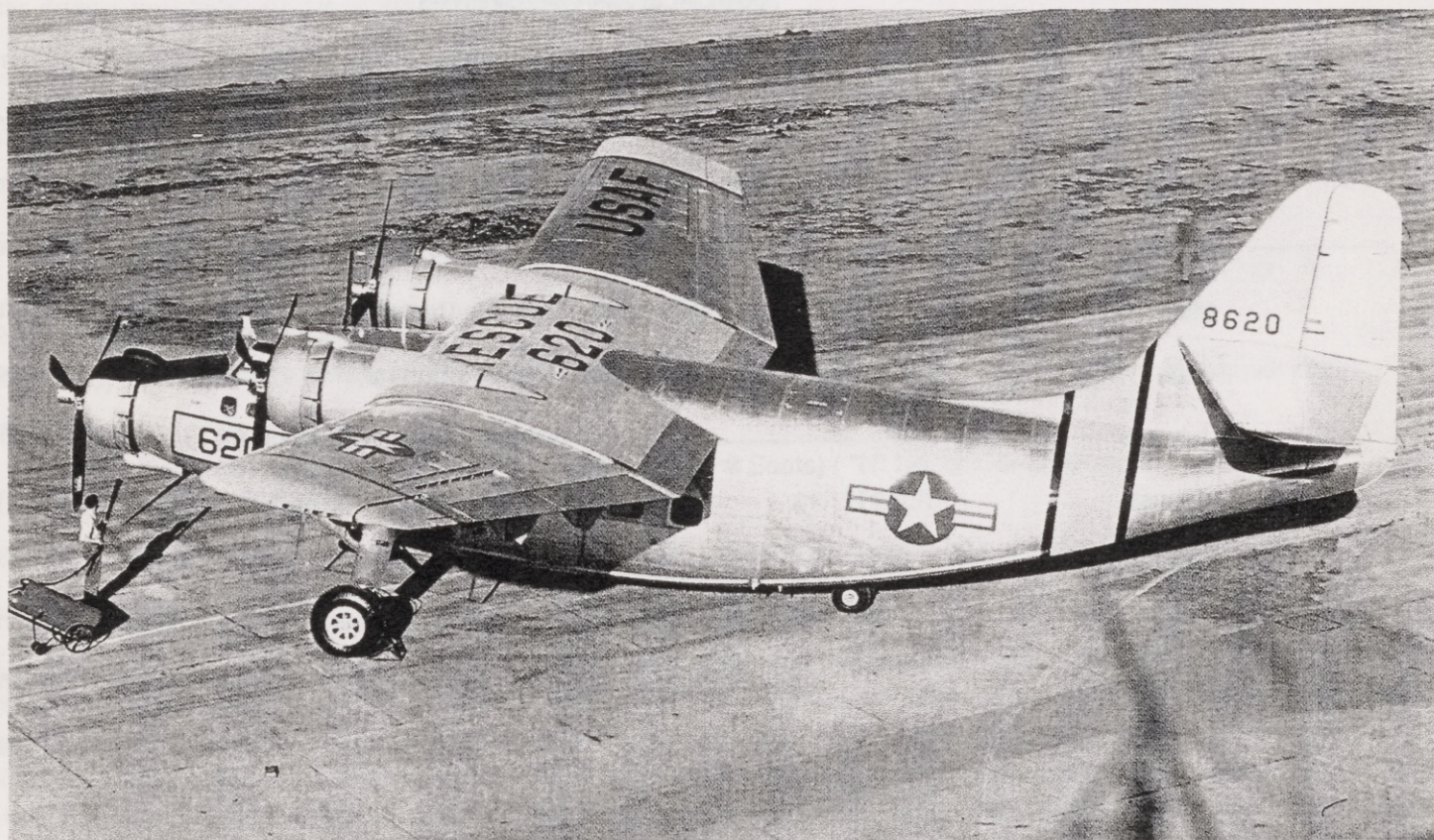
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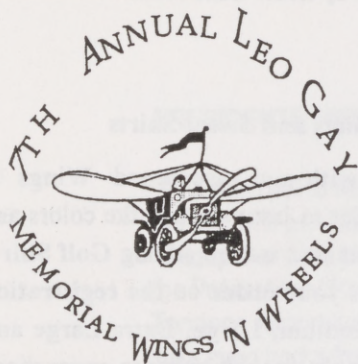


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June	Pot Luck at Don Noonan's Hangar, date and time to be announced.
July	Wings & Wheels, Santa Ynez, July 13, 14, and 15
August	Pot Luck, Ceci Stratfords Hanger, ,August 19, 12 - 4:00 p.m.
September	General Meeting, Glendale, Community College, September 15, 7:30
October	Weenie Roast at Santa Paula Airport, October 6, 10 a.m to 3 p.m.
November	General Meeting, Glendale Community College, November 16, 7:30 p.m.
December	Christmas Party, December



Santa Yenz, Calif.
13-15 July 2001

The Seventh Annual Leo Gay Memorial Wings 'N Wheels is scheduled for the week-end of 13 - 15 July 2001. If you haven't reserved your rooms, do it now! Then send in the Registration Form on the bottom of this notice.

From past years' experience, we say, "REGISTER EARLY!" It is easier on us if you register and later must cancel, rather than waiting until the last minute to register. And there are advantages to you! We incentivize early registration in the hope that things will run smoother. We expect all registrations in **no later than 7 July -- repeat 7 July**. Registrations received after 7 July will be subject to a **\$5 per person late registration fee**. All car/airplane ride assignments will be made as registration forms are received, and **NOT assigned after registration closes** -- this scheme worked well in the past. It is a more equitable method. It assures that **early registering** car drivers will have air crews assigned as their guests. Later

registrants will have to take "pot luck" on cars and airplanes that might not have already been assigned and may have hand lettered badges.

Please fill out the form as completely as you can. It helps us and may help assure that your desires are better met.

No telephone registrations will be accepted. However, you may register by FAX if you feel you cannot make the deadline any other way (then send your check by mail).

HOLD HARMLESS

We require that everyone in attendance agree to hold the organizers and the participating clubs harmless in the event of injury or other loss. The "Hold Harmless" agreement is at the bottom of the form. Each adult is required to sign for themselves and for their minor children. If you are bring minor children, not your own, have their parents sign a copy of the agreement with the child's name printed on the agreement. Unsigned applications will not be processed and will be returned!

YOU ARE RESPONSIBLE FOR YOUR ACTIONS!
If you do not complete and sign the Hold Harmless for ALL participants, your registration will be returned and you will lose any advantage of your earlier registration date

KEEP THIS PART FOR REFERENCE

CUT-OFF HERE

I plan to attend the Wings 'N Wheels event for 13 - 15 July. Please **type or print ALL** the following information:

PILOT/DRIVER'S NAME _____
(First) (Last) (Phone No.)

ADDRESS _____
(Street) (City) (State) (ZIP)

CAR/AIRPLANE CLUB AFFILIATION _____

If not already a member, would you like to join the Vintage Aeroplane Association? _____ (Add \$10 for annual dues)

PLANE/CAR _____
(Make/Model) (Body Style) (Year) (Total # Seats) ("N" No. or Car License No.)

PILOTS: I will fly my passengers SATURDAY _____ SUNDAY _____ BOTH DAYS _____

DRIVERS: I WILL HAVE _____ AUTO SEATS AVAILABLE FOR GUEST PASSENGERS ON SATURDAY.

I have reservations at _____ (motel), or plan to stay at _____ (motel)

HOLD HARMLESS: By my (our) signature on the reverse side, I (we) agree to hold the organizers and the clubs participating in this meet harmless for any loss, injury or death as a result of my (our) participation, including my (our) minor children at Wings 'N Wheels. Further, I (we) affirm that public liability and property damage insurance will be in force on the dates of the meet on the car/aircraft described above. For minors listed on the reverse side not mine (ours), I (we) have attached a copy of this hold harmless agreement signed by a parent or legal guardian. I (we) accept full responsibility for my (our) actions and those of the minors listed on the reverse side and indemnify the organizers of the meet and the clubs participating from any loss as a result of my (our) actions or failures to act.

A confirmation card will be sent by 1 July. If you don't get this card, then call Ron

The address for registration:

Wings 'N Wheels c/o Ron Millman
1321 Ethel Street
Glendale, CA 91201
(818) 241-3286
FAX (818) 241-3289

If you can't reach Ron for questions,
call Keith Smith (661) 298-0625 FAX (661) 298-0641

WINGS 'N WHEELS MEET SUMMARY

Those who have not attended Wings 'N Wheels in the past may find answers to the questions they have in the following description of the meet.

Friday 13 July after 1:00 PM: Pick up registration packages at the Santa Ynez airport (near office). (Drivers: give our flyers a ride to town!)

Saturday 14 July: Everyone, assemble at the glider port. Pilots find your drivers! (The Confirmation Card will contain the assembly and departure times.) There will be a snack stop and picnic. Then you're on your own till the barbecue at the EAA Hangar in the evening, time will be announced.

Sunday 15 July 8:00 am: Breakfast is served until about 10:00. Flying starts ASAP depending on weather. Depart for home whenever you want.

REGISTER EARLY!!

Tour Parking has become a problem. Therefore, modern Cars will NOT be allowed to participate in the Saturday tour. Modern car drivers and guests MUST have a ride in an old car or military vehicle to participate in the Saturday tour!!

The following information is required for car/plane assignments and to make badges -- **please print legibly!**
List **ALL** adults and children. Check "Low-Fare" if under 12. Check "No-Fare" for those not needing meals.

Passenger Names (First, Last)	Hold Harmless Signature (Adult)	Minor	Low Fare	No Fare
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Driver/Pilot Signature _____

NUMBER OF **ADULT** TICKETS REQUESTED _____ X \$38.00 = _____
NUMBER OF **CHILDREN** TICKETS REQUESTED _____ X \$22.00 = _____
NUMBER OF T-SHIRTS___ (SIZES M_L_XL_XXL_) X \$14.00 = _____
NUMBER OF GOLF SHIRTS___ (M_L_XL_XXL_) X\$20.00 = _____
NUMBER OF SWEAT SHIRTS ___(M_L_XL_XXL_) X \$20.00 = _____
LATE REGISTRATION FEE NO. _____ X \$ 5.00 = _____
I WANT TO BECOME A VAA MEMBER \$10.00 = _____
TOTAL AMOUNT OF MY CHECK **MAKE OUT TO VAA S. CAL.** _____

NOTE: List **ALL** children, regardless of age and sign the "hold-harmless" agreement for them. Add an additional page, if required. Badges are not made for "No-Fare" children and you don't pay for them.

T-Shirts, Golf Shirts and Sweat Shirts

Quality light grey shirts with a silk-screened Wings 'N Wheels logo will be the similar to last year, but the colors and the year will be changed. Note that we are adding **Golf Shirts** to our line this year! **Fill out your order on the registration form.** Sizes are **Adult -- Medium, Large, Extra Large and Extra-Extra Large.** We buy only enough shirts to cover those ordered on these applications, so to be sure of getting one, complete the order and send in your check. In previous years those that didn't order were sorry. In the event you have to cancel and do not want the shirt(s), we will try to sell them at the meet, (we have had no trouble doing this) in which case we will refund your money. Be sure to **state the sizes desired** on your order.

As in the past -- we have lower priced tickets for children! Adult registration is \$38 per person, children under 12, \$22 per person. (We must pay for **full** lunch, that's why it isn't \$19.) Children not requiring any meals are not charged. Mark the application as to "low-fare" or "no-fare" (no meals provided). The registration fee covers the overhead of organizing the meet, providing three meals and a coffee-break snack.

SIGN THE HOLD HARMLESS!

PRESIDENTS MESSAGE

It turned out to be a beautiful day after all. Rain was predicted earlier, but it came a couple of days prior. So after a shaky start, the Pot Luck at Jim and Julia Heberts hangar at Torrance Airport turned out quite well. Jim and Julia even had a front "lawn" — a red carpet, with several chairs including a delightful rocking chair so we could sit and watch the aircraft in the landing pattern. Ron Hackworth gave us a nice "fly-by" right between the rows of hangars on his way to a landing on 29 left.

The Heberts 1959 Cessna is painted red, white, and black, and red is their signature color. The red carpet — inside and out — red and white cabinets, red and white chairs, and tablecloths and napkins all followed the color scheme. Don Noonan, who will be hosting our June Pot Luck wanted to know if his place of business had to look that good!

The best reason for these get-togethers is the good company, but food doesn't hurt a thing. Jim and Julia provided BBQ ribs, fried chicken and chocolate dipped strawberries among other goodies. And as we mentioned before, the VAA has some good cooks among us who provided the rest of the feast. And we actually had one aircraft fly in! Yeah, Ceci Stratford and Chuck who also brought Linda, a "99" friend. A few others of us knew it was quicker to drive than get the airplane out, as we are so close. Or else their aircraft were already at Torrance. John and Nadine Madison barely made it having just returned from a trip to the Air Force Academy at Colorado Springs. Thank you do much Jim and Julia for a great day.

WILLIS HAWKINS TO SPEAK AT MAY MEETING

We will have the pleasure and honor of having Willis Hawkins speak to us this month.

Here is a brief biographical sketch of Willis Hawkins. He graduated from the University of Michigan in 1937 with a BS in Aeronautical Engineering, the same year he joined

Lockheed Aircraft as an Engineering Draftsman. He soloed from LAX (Mines Field) in 1938 in a Kinner Fleet. Willis advanced rapidly at Lockheed and in 1949 was made Chief of Preliminary Design. He was later appointed Lockheed's VP-Science and Engineering. Not long after becoming a VP he took 3 years off to serve as Assistant Secretary of the Army for R&D. He returned to Lockheed and became a Director of the company. He has owned 9 general aviation airplanes.

This is a meeting that you won't want to miss. We know you will enjoy and remember it.

Remember, May 18, 7:30 at Glendale Community College.

EDITORS NOTE: Those of you that were at the last meeting know that getting on campus was difficult. I have resolved the issue of needing passes. I will have 30 passes that will be given to you when you park. You will need to put the pass on the dashboard of your car. In the future I will either have passes or will mail them to you. At any rate, you will be able to park with no problem.

WINGS 'N WHEELS

If you haven't already - be sure to get your reservation forms sent in to Ron Millman. Let's help to make his job a little easier by getting them in early. Remember, it is easier for us to cancel your reservation than to get you in at a late date. Thank you Ron, for taking on this job again this year.

We are enclosing another reservation form for those of you that have not completed them, and a list of the places to stay in the Santa Ynez area. Also, for those that want to rent a car you can do so by calling Alpha Car Rental at Santa Ynez Airport, (800) 293-2437.

The open air Festival Theater in Solvang will be featuring "My Fair Lady" on Friday evening, July 13. Curtain is at 8:00 PM. The Box Office phone number is (805) 922-8313 or on the Internet

www.pcpa.org. Ask for Senior Citizen prices if that applies.

Solvang

King Frederick (800) 549-9955
Chimney Sweep Inn (800) 824-6444
Danish Country Inn (800) 44-RELAX
Quality Inn (800) 457-5373
Denmark Motel (805) 688-6813
Hamlet Motel (800) 253-5033
Kronberg Inn (800) 528-1234
Petersen's Village Inn (800) 321-8985
Royal Copenhagen (800) 624-6604
Viking Motel (805) 688-1337
Royal Scandinavian (800) 624-5572
Solvang Gaard Lodge (800) 355-4404
Svendsgaard's Danish Lodge (800) 733-8757
Three Crowns Inn (800) 848-8484

Buellton

Pea Soup Andersens (800) 732-7687

This is not an exhaustive list. If you know of other places to stay, please share them with us. Also, mention Wings 'N Wheels and you may get a discount.

FROM THE EDITOR

You had a brief respite from my normal plea about dues. There are still a number of you that are behind in your dues. With this mailing I am highlighting your dues date on the mailing label if you are delinquent. Please try and get caught up and help us to stay afloat. Remember, \$15.00 per couple per year. With the price of printing and postage increasing, we need your help.

Along with the dues issue, I am quite concerned about our declining membership. We are down to 129 members. I am asking for ideas about how to recruit new members. Don Armstrong has done a wonderful job in getting new members but he can't do it alone. HELP!

I also want to thank Jim and Julia for their hospitality and especially thank Julia for the many trips to the gate to let people in and out. As Connie said, these social events let us share good company. Also, they let us see people that we don't see often. Thanks to all who participate.

I hope that some of you were able to see the B-17 while it was at Van Nuys. The Collings Foundation B-17 and B-24 were at Oxnard last week. Maybe some of you also got to see them. Even with the donations for seeing them and the fees for riding in them, I wonder how much longer they are going to be able to continue the tours with the price of gasoline going up the way it is.

For those of you that get to Camarillo, you may have noticed the two new hangars behind the Confederate Air Force facility. These are the long awaited new CAF hangars. They are really impressive. Maybe Ceci or Chuck can give us an up-date on the construction etc. at the next meeting.

Some of you may have seen the Current Events Quiz for China on the Internet just after our EP-3 was forced down. Here are some I thought funny (if the situation was funny).

Do Chinese fighter pilots wear glasses? If not, why not?

Is the Chinese military aware that the USN is already painting the aircraft commanders name on his new P-3, and it has one red star on the nose?

Does the US fighter pilots expression "A Kill is a Kill" mean anything to you?

What do you consider a more lethal threat, the inboard or outboard engines?

Do you know the difference between a C-17 and a F-117?

Oh well!

COMING EVENT

Pot Luck and a movie at Don and Linda Noonan's "aircraft factory", Sunday June 24, at 4 pm. Come and see the work done to date on their Travel Air, which is closer to flying than their Gipsy Moth. Be sure to put this date on your calendar now.

COVER PHOTO

How many of you know what it is? Some of you must know, and may have even been closer to it than you think. Answer next month.

Many of you have asked for a listing of airshows/aviation events in the local area. Here are the ones listed through September.

MAY

25-27 Watsonville Airshow & Fly-In
Watsonville, CA.

JUNE

1-2 44th Annual West Coast Antique
Fly-In, Merced, CA.
1-2 Ramona Air Fair, Ramona, CA.
8-10 Bellanca-Champion West Coast
Fly-In, Columbia, CA.
16 35th Fathers' Day Fly-In,
Columbia, CA.
16-17 Travis AFB Airshow, Fairfield, CA.
23-24 Aviation Expo 2001, Van Nuys, CA.
30 Warbirds at Cable Fly-In, Cable Airport,
Upland, CA.
30 Quincy Wings & Wheels Fly-In, Quincy,
CA.

JULY

6-8 West Coast Cub Fly-In, Lompoc, CA.
7 Nevada County Airfest, Grass
Valley, CA.
13-15 VAA Wings 'N Wheels Fly-In, Santa
Ynez, CA.
21 Susanville Airfair, Susanville, CA.
21 Colusa County Airshow, Colusa, CA.

28-29 NAS Lemoore Central Valley Airshow,
Hanford, CA.

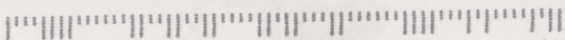
AUGUST

25-26 EAA/CAF Airshow, Camarillo Airport,
Camarillo, CA.

SEPTEMBER

7-9 12th Annual Warbird Roundup, Santa
Maria, CA.
9 Paso Robles Airshow, Paso Robles, CA.
13-16 Reno Air Races, Reno, NV.
14-16 California International Airshow,
Salinas, CA.
21-23 SPA Splash-In Seaplane Fly-In,
Lakeport, CA.

If anyone knows of other shows/events, let me
know and I will put them in the next issue.



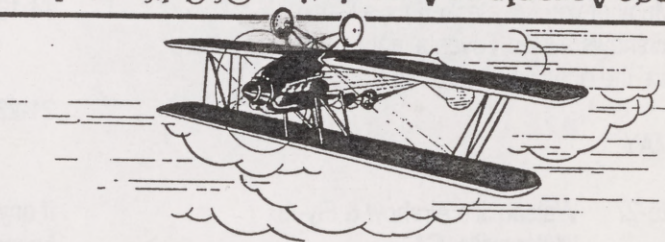
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2001 Pan American Plaza
Balboa Park
San Diego, CA 92101

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William L. Mallory
1376 Saturn Ave.
Camarillo, CA 93010

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ALWAYS
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GENERAL MEETING
GLENDALE COMMUNITY COLLEGE
MAY 18, 7:30PM

